

been pleased to grant him a small pension from the Civil List in recognition of his good service, but he was himself never aware of this gracious act. Mr. Gladstone very considerably ordered the payment of a sum equal to three years of this pension to Mrs. Mann.

Apart from the pursuits involved in his professional work and in his high mathematical and mechanical attainments, Mr. Mann had great fondness for archæological studies. He had a considerable knowledge of old coins, which he had studied in early life with his father. He had also some skill as an artist, and sketched from nature. The qualities, however, which will be most closely associated with his memory by his acquaintances and friends are the singular combination of gentleness and strength, of modesty and power, which were present in all he did. There never was a man who moved through a thorny path in life, in which the growing needs of a large family had to be provided for out of too limited and inelastic means, with more patient and resolute courage. It was only the few who had the privilege of his intimate acquaintance who were aware of the remarkable intellectual vigour and strength, the clear and exact thought, and the large sympathies and attainments that lay behind the sweet ever-present smile, the gentle word, and the all but absolute forgetfulness of self, which at all times made up his personal presence, and gave as it were the key-note of his character. William Mann, of the Cape Observatory, had not the pushing, self-asserting qualities which most win the admiration of the world, and which most certainly command its substantial rewards. But he had the capacity and powers which would have given him a much more distinguished position than he attained if he had been more favoured by circumstances. As it is, he has the reward of a full recognition of honest work, ably performed through a long self-denying life, and the sorrowing memories of a small circle of appreciative friends, some among whom delight also in the consciousness that simple, unaffected, and unquestioning piety went hand-in-hand in his daily life with his remarkable intellectual aspiration and mental power.

R. J. MANN M.D.

JOHN ROBINSON M'CLEAN was born at Belfast, in 1813. After the completion of his general education he applied himself assiduously to the task of preparing for the profession which he had chosen, that of a civil engineer. With this view he proceeded to the University of Glasgow, and after studying there with distinction he entered the office of Messrs. Walker and Burgess, where he continued for seven years.

In the year 1844 Mr. M'CLean began to practise independently, and from that time rapidly rose to eminence in his profession. As an engineer he was distinguished for practical skill and sound judgment, and his name is associated with numerous important works designed and carried to a successful issue by him, and many of which owed their origin to his wise foresight. The now important

and prosperous district of Barrow-in-Furness is indebted, in a great degree, for its marvellous recent development to his early appreciation of its capabilities, as well as to his engineering skill; its harbour, docks, and railways were all constructed under his direction. The South Staffordshire Railway, the Wolverhampton, Birmingham, and Dudley Railway, the South Staffordshire Waterworks, and many other large undertakings, were carried out under his superintendence. He was also, on the death of Mr. James Walker, appointed by Government to be engineer of the harbours of Dover, Alderney, and St. Katherine's, Jersey; and of the Plymouth Breakwater and Shovel Rock Fort.

The confidence reposed in Mr. McClean's talents and judgment was also further evinced by the numerous Royal Commissions on which he was called to act, including those on the designs for the Thames Embankment, the Commission on Railways, the Sanitary Commission, and others.

Mr. McClean was consulted by the late Emperor Napoleon, with reference to some of his contemplated improvements at Paris, and he carried out extensive works there for the Emperor. He was also one of the engineers invited by the Viceroy of Egypt to examine and report upon the Suez Canal. He was a member of the Institution of Civil Engineers, and President during the years 1864 and 1865, and was elected a Fellow of this Society on January 8, 1858. He was also a Fellow of the Royal and of other learned Societies, and represented the Eastern Division of Staffordshire in the late Parliament.

During the last years of his life Mr. McClean's health was seriously impaired, and he suffered from an illness of which he ultimately died on July 13, 1873. His private worth and active kindliness of heart, no less than his professional eminence, will cause him to live long in the memories of the wide circle of friends whom his genial disposition had attached to himself; and his numerous acts of unostentatious kindness and generosity will make his loss deeply regretted by those, and they are many, who have been aided and befriended by him in their struggles and difficulties.

G. P. B.

FRANK ROBERTSON, late First Lieutenant Royal Madras Engineers, was born in London in the year 1838. He was the youngest and last surviving son of the late Robert Robertson, Esq., of Auchleeks, Perthshire. In 1854 he commenced his professional studies at Addiscombe, where he soon became one of the most successful students of the College, especially in chemistry, the prize for which he gained in his first term, an honour which till then had been considered as belonging exclusively to the senior students. After practically studying his profession at Chatham, he went in 1859 to Madras, having been appointed to the Madras Engineers, where he was employed on many important works; but in consequence of a severe illness, produced by an incautious exposure to the sun at Nagpore during the performance of his